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CENTRAL INTELLIGENCE AGENCY 25X1

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SOURCE EVALUATIONS ARE DEFINITIVE. APPRAISAL OF CONTENT IS TENTATIVE

1. There were four gold mines at imeni Matrosova (N 61-39, E 147-51) (rudnik imeni Matrosova): Mines No. 1 and No. 2 were horizontal, dug straight into the mountain; Mine No. 3 was vertical, 100 meters below the surface; and Mine No. 4 was 150 meters deep. One tunnel from Mine No. 3 went under Mine No. 1, and there was a skip which brought the ore from Mine No. 3 out through Mine No. 1. 25X1

2. Mine No. 1 consisted of a horizontal tunnel which went some 200 meters into the mountainside. After the first 100 meters, there was a division, one tunnel being 60 meters deep, the other 100 meters. At the face, a power drill was used to dig holes about 80 centimeters deep and then dynamite was used to blow up the work. At the far end of the face (zaboy), there was a chain conveyor with buckets to carry the ore to the mine railroad, which had small dump cars. The ore dropped into the cars, and when they were loaded the cars were pushed by hand to the outside. There, the ore was loaded onto trucks by some kind of winch or loading device (lebedka) and taken to a concentration factory in Beriya (N 61-40, E 147-55), about five kilometers away. The norm for one man was 120 carloads in eight hours when he worked near the conveyor. A man usually did only 60 carloads and, even when the prisoners were kept up to nine and ten hours, they managed no more than 80 carloads. At some faces, they had to work by hand, using shovels to fill the cars instead of a conveyor. By hand, it took one hour to load a car. In some other places, two men worked together making the ore fall from overhead down into wheelbarrows. This type of mining produced about one ton per day. Where the men had to dig and load, the norm was 2.5 to 3 cubic meters per man per shift. A man usually made only 1.5 to 2 cubic meters. About 80 trucks were available for moving the ore to the factory. At any one time, there would be five to 20 trucks being loaded. 25X1

3. Mine No. 3 was much larger than Mine No. 1. In 1951, an electric railway was installed in this mine. The mine had a vertical shaft, 100 meters deep,

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which led to a pit about six to eight meters in diameter and about eight meters high; it had a capacity of 30 tons. An elevator (klet) for the workers and a skip for the ore were installed in the shaft. The skip had a load capacity of 1 to 1.5 tons. From the pit, a main tunnel, 700 meters long in 1951, led to the faces. After some 30 meters, one shaft led away from the mine tunnel toward the faces. One of these was 150 meters long; another, one and a half to two kilometers long, led under Mine No. 1, where a smaller skip, of one-half-ton capacity, took up the ore. The shaft, which was 150 meters long, was further subdivided into smaller shafts, which again led to smaller diggings, until finally there was room for only one man. Some 20 men were occupied in digging, most of them with power drills. In this mine, there were many chain conveyors which carried the ore to the three electric trains. The train in the 700-meter tunnel had a car capacity of 500 kilograms. The other two could hold 1.5 tons. Two generators in the mine furnished the power. The trains brought the ore to the skip. From there the ore was brought to the surface and emptied into the buckets of an overhead conveyor (podvesnaya doroga) which took the ore to the factory (see sketch on page 3). Over 50 men were working in this mine, and together they produced about 160 tons in an eight-hour shift. 25X1

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The four mines together produced 800 to 1,500 tons of ore every 12 hours. The norm was 800 tons, but the prisoners often exceeded it and got 100 grams of extra bread and 200 grams of extra kasha per day. Prisoners were not paid in cash until 1952.

4. The ore was transported by the overhead conveyor to a large concentration factory in Beriya (obogatitelnaya fabrika imeni Beriya). This factory was equipped with 12 large milling machines. It also received ore from other mines in the neighborhood and processed a total of more than 1,500 tons of ore per 12-hour day. The Beriya factory was larger than the one in Belovo[1]; in fact, it was one of the largest of its kind in the Kolyma region. the gold content of the ore varied between three and 16 percent. The Beriya factory was at least 15 years old.

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5. In winter, production was smaller than in the other seasons of the year. There was no work in the mines during December, January, and February because of a number of difficulties in that season: shortage of electric current and trouble with the air compressors and the water. The factory at Beriya also suspended production during these three winter months.

6. Matrosova started using forced labor in 1948.

7. There were several abandoned mines in the region, but there was also a group of prospectors (razvedochnaya brigada), made up of some 18 free workers who surveyed the land for new mines.

8. Until about 1948-1949, prisoners with light sentences were allowed to roam in search of gold nuggets. They had to turn the nuggets in and received extra food but no money for this gold.

9. There were many signs of modernization and mechanization. Everywhere new machines appeared. Until 1951, no machinery was used in Mine No. 1. At that time, the mine railroad (motovoz) was built in Mines No. 1 and No. 4. Until 1949, Mine No. 3 had no electric power. An electric train (elektrovoz) with three branches was built there in 1951. The long conveyor from Matrosova to the Beriya factory was built in 1950. Mining equipment was of very diverse origins; .

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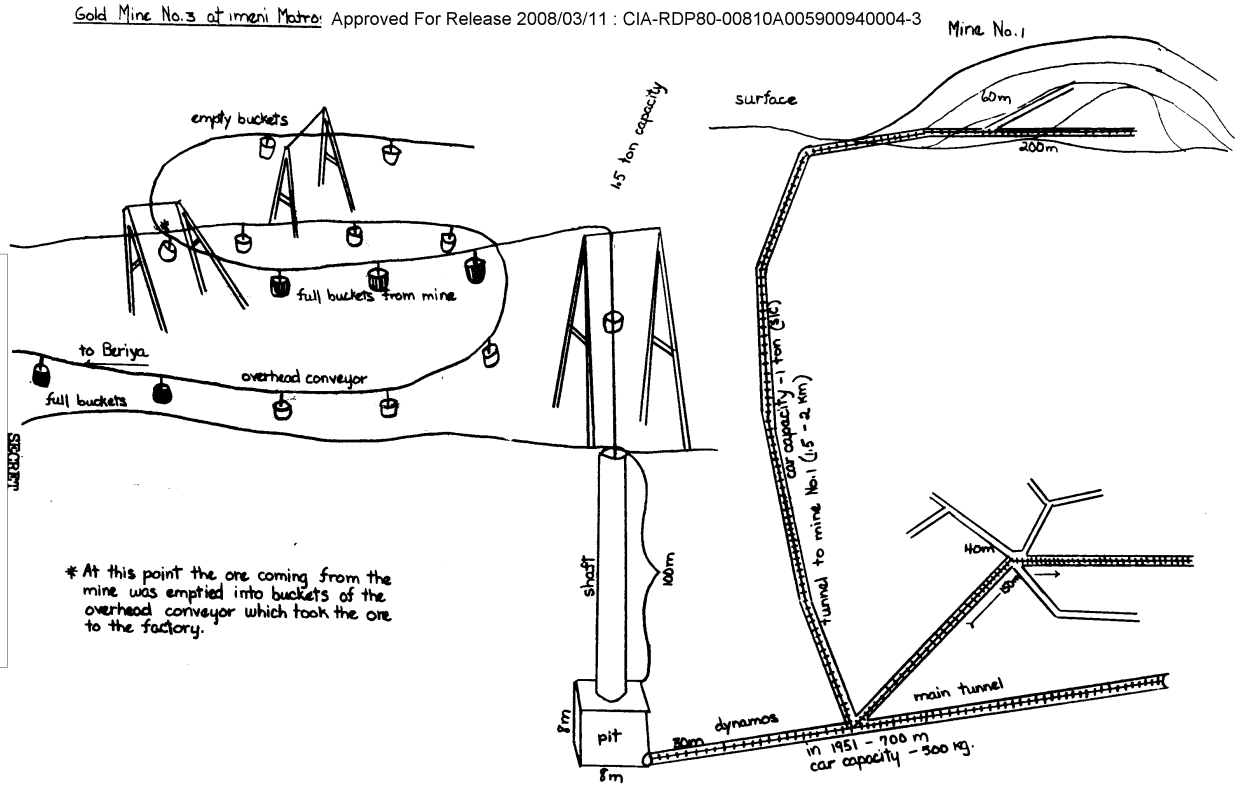
Gold Mine No.3 at Imeni Matro



* At this point the ore coming from the mine was emptied into buckets of the overhead conveyor which took the ore to the factory.

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